



Board Report

File #: 21-125, Version: 1

Retroactively add the Old Stage Road Bridge Emergency Replacement Project, County Bridge No. 119, State Bridge No 44-C0134 (Project) over El Gabilan Creek to the PWWP FY 2020/21 Annual Work Program for Road Fund and adopt Project Plans.

RECOMMENDATION:

It is recommended that the Board of Supervisors retroactively add the Old Stage Road Bridge Emergency Replacement Project, County Bridge No. 119, State Bridge No. 44-C0134 (Project) over El Gabilan Creek to the PWWP FY 2020/21 Annual Work Program for Road Fund and adopt Project Plans.

SUMMARY/DISCUSSION:

On August 12, 2019 Caltrans visited the bridge to perform a routine inspection of Old Stage Road Bridge (County Bridge No. 119; State Bridge No 44-C0134) over El Gabilan Creek. On December 3, 2019, Caltrans staff provided Public Works staff a Record of Critical Findings Report (Report) which identified the structural deficiencies of the bridge. The Report indicated that most of the metal columns supporting the bridge along the easterly abutment (Abutment #2) had deteriorated and the allowable weight that could cross the bridge was significantly reduced. The Report also directed the County to immediately post weight restriction signs stating five (5) tons maximum, in advance of the bridge. This weight reduction would prohibit garbage trucks and fire engine apparatuses from crossing the bridge.

Upon receiving the notification, staff conducted a site visit to verify the findings outlined in the Report. Staff also reached out to one of the on-call engineering consultants, Moffatt & Nichol, to help develop both an immediate plan to restore the bridge capacity and a plan to design and permit permanent repairs to the bridge. Since Old Stage Road Bridge is the only point of access for over two dozen homes located east of the bridge staff proceeded to install the temporary bridge bracing to restore the bridge capacity and allow motorists and emergency responders unrestricted access to the easterly section of Old Stage Road. Staff informed the Board of Supervisors through a Memorandum to the Board and worked with the engineering consultant Moffatt & Nichol and a Job Order Contract (JOC) Contractor Granite Rock Company to install the temporary bridge bracing. The work to construct the temporary support was completed on February 24, 2020.

While the temporary repairs were in-place, staff also worked with Moffatt & Nichol to develop the Project Plans for the permanent repairs and obtain the regulatory permits from Federal and State agencies (Regional Water Quality Control Board, California Department of Fish and Wildlife, US Army Corps of Engineers) to construct the repairs. The recommended alternative was to construct a new bridge slab and supports over the existing bridge, rather than installing new bridge columns along Abutment #2, due to the age and extent of the deterioration of Abutment #2. This alternative was developed in close coordination with regulatory agencies. The new bridge supports would be located outside existing abutment and minimize impacts to the natural resources in the creek, hydraulic capacity of the channel, and expedite the construction of the permanent repairs. The regulatory agency clearances and permits obtained include the Clean Water Act Section 401 Water Quality Certification, US Army Corp Nationwide Permit, and California Fish and Wildlife Lake and Stream Alteration Agreement. The permits obtained for the project included the Clean Water Act Section 401 Water Quality Certification. Simultaneously, the permits require the temporary repairs/supports be removed prior to the rainy season (October 1). It is anticipated that permanent repairs will be constructed through the JOC

process in order to complete the repairs prior to the winter season and comply with the timeframes outlined in the regulatory permits.

Because the costs for the permanent repairs are expected to exceed \$100,000, the Project needs to be included in the Capital Improvement Plan (CIP) and needs to be added to the Annual Work Program for Road Fund. Therefore, Staff is recommending the Project be added and programmed into the County CIP and Annual Work Program for Road Fund.

Through the JOC process, Granite Rock Company was selected for this Project. The construction of the permanent repairs started August 28, 2020 and were completed on January 8, 2021. The estimated project cost is approximately \$1,380,440 and will be funded by unprogrammed SB 1 funds from uncommitted Fund Balance in Fund 002, Road Fund. Staff informed the Board of Supervisors through a Memorandum regarding the need for this Project and the proposed actions to complete the Project by the permit deadlines.

OTHER AGENCY INVOLVEMENT:

Public Works, Facilities and Parks Staff continues to coordinate with the Office of Emergency Services and the County Administrative Office to accurately track and categorize the projects. This report was reviewed by the County Administrative Office Budget & Analysis Division. The report was considered by the Budget Committee on October 7, 2020 and the Capital Improvement Committee on November 9, 2020.

FINANCING:

The cost to construct the temporary and permanent repairs to the bridge is estimated at \$1,380,440.

The Project is being funded through a combination of unprogrammed Transit Occupancy Tax funds and unprogrammed SB 1 funds assigned to the Road Fund (Fund 002) for roadway repairs and improvements. Appropriations are available in the Road Fund for FY 20-21 Budget in Fund 002, Unit 8195.

While this Project is not currently programmed into the Federal Highway Administration (FHWA), Highway Bridge Program (HBP) federal grant program at this time, staff has applied for grant funding from the Bridge Investment Credit (BIC) program. The BIC program allows for eligible expenditures with non-federal funds to be considered by FHWA as a credit which can be applied toward the local match requirement for future HBP bridge projects.

BOARD OF SUPERVISORS STRATEGIC INITIATIVES:

The Project repaired the existing structurally deficient bridge to meet current Caltrans design standards. Also, as part of the proposed Project, the bridge approaches and railings were reconstructed and thereby improve the safety of this section of Old Stage Road. The recommended action complies with the Board of Supervisors' Strategic Initiatives for Infrastructure and Public Safety.

Economic Development

Administration

Health & Human Services

X Infrastructure

X Public Safety

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The following attachments are on file with the Clerk of the Board:

Attachment A - Project Budget